

"BILLY" SUNDAY HAS LARGE INCOME

In the Last Three Years, the Noted Evangelist Has Received over \$443,000.

It is generally known that Billy Sunday, the well-known evangelist, is one of the highest paid men in the United States. Naturally there is considerable curiosity as to what he does with the great sums of money he receives for his work. With characteristic vigor Billy has replied to that question: "It is none of your business." Which is accepted gleefully by the brewers and others who fight Sunday; for they say he has a large amount of money laid away and that money is all he is after.

But the revivalist answers: "The money is given to me voluntarily, and I will do with it what I please." The "sawdust trail" in the earlier years of Billy Sunday's twenty-eight years of religious campaigning was a hard trail and not very prolific of this world's goods, but recently it has been very different. In the last twenty-six protracted meetings he has held, embracing a period of three years, \$443,023.91 has been given to Mr. Sunday. He is now in Kansas City, Mo. If the people of that town come up to the mark set by other cities of his class, Billy will get more than \$40,000 for his seven weeks' work there.

One-Tenth Goes to Charity. What deductions will be made from that amount? Only two, so far as the public is aware. The evangelist will pay out of it one-third of the salaries of the twelve members of his party, and one-tenth goes to charity. All other expenses of the revival are paid out of daily collections. When an amount sufficient for these needs is reached, collections stop until the last day of the revival, when the Billy Sunday collection is offered.

The evangelist says his charity fund is handled in response to the Biblical injunction that a man should give one-tenth of his worldly goods to the poor. He has three bank accounts in Winona Lake, Ind., his home. One of these is "for the Lord." Out of that one-tenth he is known to contribute liberally to the support of superannuated ministers. What disposition is made of the rest is not known. It is commonly supposed that he gives to charity beyond the one-tenth fund.

Mr. Sunday is known to have only two pieces of property. One is what the brewers call his "\$40,000 home" at Winona Lake, although Billy says the actual cost of the cottage was only \$3,800. The other property is a tract of thirty acres in the pine woods of Oregon, bought by the evangelist for a summer resting place. It is on a mountain side and is a wild, secluded spot. This property is commonly referred to as the "fruit ranch."

"Ma" Sunday is really the banker of the family. It is said by some that if she did not take charge of the money Billy would give it all away. But Ma knows that some day her husband's strenuous life will wear him out, and she is saving against that day.

DENIED BICYCLE, YOUTH TAKES OWN LIFE

Turns on Gas after Brooding over Refusal of Parent to Buy Machine.

CHICAGO, May 13.—Robert MacDonald, 14 years old, of 3100 West Congress street, who had been denied a bicycle for his birthday, committed suicide at his home by turning on the gas in his room, after he had written a note to his mother in which he explained his act.

The boy is believed to have brooded over his failure to get the bicycle he wished after he had seen one presented to his cousin, George Henry, 315 South Keeler avenue.

Seen to Enter House. He was seen by neighbors to enter the house at 3 o'clock, while the family was away, and an hour later his stepfather, Dr. John M. MacDonald, found his body in the gas-filled room after his attention had been called to a note on the dining room table by Dollie MacDonald, a stepdaughter.

Dr. MacDonald returned from his office at 3228 West Madison street at 4 o'clock, just as Dollie, 10 years old, one of his wife's five children, had returned from school. They failed to find the key in its customary hiding place and the door was opened by the physician with his own key.

Girl Finds Note. As they entered the dining room the girl saw the note on the table, with the missing key near it. She started to read the note, then called out:

"Oh, father! Robert says in the note he'll kill himself." Dr. MacDonald hastily read the note, then ran to the rear bedroom, where the boy slept. The door was stuffed with paper to keep the gas from escaping from the room, although it was not locked. As he opened the door there was a rush of gas which nearly overcame him.

Sees Body on Bed. He saw the body on the bed, the boy was fully dressed with the exception of his coat and vest, which he had placed on a chair.

The note left by Robert read:

GOOD ROADS USEFUL IN THE TIMES OF WAR

Even the Romans of Old Mastered Their Highways for War Purposes.

WASHINGTON, May 13.—In a remarkably able article on the subject of government ownership of railroads, a subject that has compelled so great attention from the lawmakers of the country in recent years, Charles D. Drayton, a distinguished lawyer of the Washington bar, says: "The control of lines of communication by government in such manner as to make that control absolute in time of war, or in preparation for the eventuality of war, was recognized as a necessity long before the advent of railroads. Thus, the Roman roads were constructed primarily to facilitate the marches of the legions. And to indicate the jealousy with which the Roman state guarded the use for state purposes of its public highways, Gibbon relates that 'Pliny, though a favorite and a minister, made an apology for granting post-horses to his wife on the most urgent business.'"

Just now the very air is full of military "preparedness" for what may never happen but which might happen at any moment. The standing army of the United States is to be increased, the national guard is to be made available for service in case of necessity, camps of training, plans have been suggested for compulsory military service, quite a number of the most progressive colleges and universities are considering the addition of a military course, and just at this time a camp has been established at the national capital for the education of women in the care of those who might be injured on the firing line in case of war. The navy is also to be strengthened in ships and men and fighting efficiency until it shall rank second at least among the navies of the world. All this sudden but necessary activity has been caused by the pitifully defenseless condition of the United States—the most powerful among the nations in wealth and resources, but the weakest of the first-rate or second-rate powers in the ability to defend itself against attack by a world red with the passion of war. Even the most spineless of the advocates of peace are beginning to realize the necessity of making preparation for defense, and—nobody wants war. In the judgment of the wise men who made this nation, the best and surest means of avoiding war is to prepare for war. That and that only is what all the present stir among the people means, and that much accomplished the peace of the United States will be assured.

The Roman roads, as Mr. Drayton has said, were constructed primarily "to facilitate the marches of the legions," and the building of good serviceable highways are absolutely necessary to the movement of great bodies of troops in the United States if for any reason of defending the inviolability of our territory this peace-loving country should be forced to engage in hostilities. The best proof of the importance of well constructed highways in the movement of troops is afforded by the heart-breaking experiences of the United States punitive expedition in Mexico. Additional evidence of the value of good roads is abundantly shown by the experiences of the warring armies in Europe. But for the condition of the highways in Belgium the swift advances of the German armies on Paris would not have been possible, but for the good roads in France the people of that country would not have been able to make effective resistance to the invading hosts. But for good roads, the contending armies could not have been supplied with food or munitions and relief could not have been given to the sick, wounded and dying.

It was not until the victorious Germans in their march through Russian Poland reached the impassable roads of that country that their progress was stayed, and the never forgettable experiences of the two armies in the great brotherly war in our own country with the roads then existing should have taught for all time the vital military importance of well built highways. In the opinion of Major James M. Fries, Corps of Engineers, United States army, the war between the states would have been shortened a year or more but for "the terrible condition of the roads in Virginia," which prevented McClellan from using his thoroughly organized army of the Potomac to move forward to the capture of Richmond. Rosecrans' army on its retreat from Chickamauga to Chattanooga came near starvation because of the wretched condition of the public roads. Numerous instances could be given of the immense value of passable highways in the movement of armies, and in all the heat and flurry of "preparedness," the training of women to make bandages and "surgical wives" and the education of men in the armor of the soldier, it would be fatal to neglect the importance of making roads over which our armies of defense could be transported from threatened point to threatened point as the fortunes of war required.

Students of the relation of good roads to military efficiency think it of the highest importance that systems of highways should be planned that would enable the speediest mobilization not only of armies but the swiftest possible service of munitions and supplies. It has been suggested that a great military highway should be built along or within easy reach of our entire coast line, and that from this highway should radiate feeding lines which would make available for the armies in the field the resources of the whole country. In the opinion of Major Fries, "a highway intended primarily for military purposes should be located near our borders, north, east, south and west," not so near that it could be easily raided or captured by comparatively small bodies of the enemy, and that all roads farther inland and parallel to the border roads should be built so that all the resources of the country would be really within reach of the armies of defense. These roads should be so constructed that they would afford at least temporary passage for the great number of automobiles that would be required in the military service. Major Fries estimates that it would be possible to assemble 200,000 ordinary automobiles within a week's time for such service, that "with 200,000 machines we could transport 600,000 to 800,000 men 150 to 300 miles per day if we had sufficient good roads in the war zone;" and that "if we built enough good roads, and if we train enough men, we can readily organize our resources so that we may have no fear of the entire world."

Community welfare is so much aided by road improvements in Illinois, where the result of highway betterments have been watched critically for a number of years, that Hon. Francis G. Blair, state superintendent of public instruction, has published a 32-page bulletin on good roads for use in the public schools. It is based on the fact that the best way to bring about a reform is to educate the public to evince a desire for it. So this bulletin tells the teacher how to instruct his pupils to see what are defects and what are good features of the local roads. Then what are the remedies. In addition the teacher is given suggestions concerning local habits and demonstrations to arouse an interest in road improvements, and there is advice on ways to encourage cleaning up the roadsides. Of course it is not the Illinois school children who will take part in the road-building of today. But they will build the roads a few years hence and until then they will have a certain influence on the old folks who still cling to the idea that lines of dust and mud are an unavoidable feature of the country. The Illinois plan is not to teach road-building along with the three R's but to show what can be accomplished without excessive cost or labor, if the improvements were well planned and intelligently directed.

The State of Arkansas passed a law a few years ago creating a highway commission to aid county officials in improving their roads. Its first biennial report was distributed recently, and contains strong evidence that the Apple Blossom state is wasting a very large sum by performing work in an uneconomical manner. The sum of \$1,200,000 is being spent annually about the real fundamental essentials of the work they supervise. By the time an intelligent overseer has served long enough to acquire by experience some understanding of what should be done, his term of office has expired. As his pay is small and the criticisms of his work are about as numerous as the number of persons of mature years in his district, he shows his intelligence by declining a re-election. As a result the annual expenditure of \$1,200,000 on Arkansas roads results in "no great improvement over the conditions of the past." The state highway commission points out, as have similar commissions in other states, that the most economical and effective method of carrying out the work is to place the road work of a large section in the hands of an engineer, whose salary can be met with interest, in turn, would work in co-operation with the state highway department, which could render him valuable assistance from time to time. In this way the annual \$1,200,000 would accomplish something more than maintain the present system of poor roads.

Every mile of good road requires a lot of brain and muscle to be used in its construction, and a big item in the total cost of road building is that of unskilled labor. The work is healthful and interesting, and so in many states where the profitable use of convicts in some uplifting occupation is a difficult problem, they are employed in road building. In the northeastern states there has been a marked opposition to this, however, due to several causes which collectively may be regarded as manifestations of the conservatism of long established, wealthy communities. It is interesting to note, therefore, that the initial experiment with convict labor in Massachusetts last year was so satisfactory that undoubtedly such work will be continued, while in New Jersey, where the system has been under trial for several years, this favorable opinion has been expressed by the state highway engineer: "The quality and quantity of work done in 1915 exceed, in proportion to the money spent, the previous results, and the experience gained during the past year will enable us to produce much more satisfactory results in the future." This merely confirms for the northeastern states what has already been demonstrated in the South and West.

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Java Tea

Exports during the Year Show a Striking Increase with Prices on High Level.

BATAVIA, Dutch East Indies, May 13.—A striking increase is shown in the exports of Java tea during the last year. They attained the record figures of 92,000,000 half kilograms, as compared with 65,000,000 in 1914. The island has become a dangerous competitor of the British far eastern colonies for the Russian market. Prices remained on a high level throughout the year. The value for Java of the total exports is about \$14,720,000.

South America is short of coal. Granite is the bottom of the earth's crust.

SISTER TRIES TO SAVE BOY FROM "CHAIR"

Works Day and Night Securing Signors to a Petition to the Governor.

UTICA, May 13.—If Stanley Millstein, 18 years old, sentenced to die at Sing Sing prison the week beginning May 23 for the murder of Policeman John E. Creedon, escapes the chair, it will be due to the efforts to save his life which are now being made by his pebbles twenty-year-old sister, Martha Millstein and City Judge James K. O'Connor, who was assigned by the court to defend him at his trial.

Miss Millstein has worked day and night getting signatures to petitions addressed to Governor Whitman, asking him to spare the life of the condemned boy and thus far has obtained about 3,000 names in Utica and vicinity. Many of the signers are the leading business and professional men who believe that the ends of justice will not be defeated if the boy is not sent to the chair.

To Take an Appeal. Immediately after the verdict was returned Judge James O'Connor got the signatures of all but one of the jurors to a petition requesting the governor to commute the sentence to life imprisonment. It is probably that an appeal will be made to delay the execution with the hope of securing the intervention of the governor.

"If only some of the influential men and women of the state could take up the cudgels in my brother's behalf," Miss Millstein said, "I feel that we could save him. Without money to spend, without powerful friends, it seems an almost desperate fight, but from now on until some definite action is taken, I am going to spend all my time and exert every effort to save the life of my brother. It seems so cruel for the law to take the life of an eighteen-year-old boy. He is a poor, foolish boy, who made a terrible mistake."

Stanley Millstein and a chum, William Elbosa, one year his senior, worked in a Utica moving picture house, where they saw many robberies and gun plays on the screen. They entered the store of Edward F. Wehl on February 11, 1916, stole guns and ammunition and were held up by Policeman Creedon as they were carrying off the loot. Millstein resisted arrest and the policeman struck him with his nightstick. The boy drew a revolver which he had stolen from the store and fired several shots, one of which went through the policeman's kidney. Creedon died the following week.

Enlists in Army. Millstein and Elbosa escaped and the former enlisted in the United States army. The crime was traced to the boys and both were arrested. Millstein was indicted for murder, but the grand jury returned a bill against Elbosa charging him with burglary only, although the law holds all participants in a burglary which leads to murder as equally guilty of the murder.

Elbosa pleaded guilty and got off with the minimum sentence of seven and one-half years. Millstein was convicted of first degree murder in the early part of April, after a five days' trial.

INDUSTRIAL

Farms for Defective Delinquents Are Urged by Justice Garvin, of New York.

INDIANAPOLIS, May 13.—"The Defective Delinquent" was discussed before the national conference of charities and correction here this evening by Edwin L. Garvin, justice of the court of special sessions, New York city. Justice Garvin, in analyzing the case of the mental defective, said in part:

"The life of a defective delinquent who is committed to a penal institution is divided into three periods, before, during and after incarceration. It is a question whether a state would act wisely, either from a philanthropic or economic standpoint, in permitting defectives whose life lead persistently to crime, to have their liberty after this has been demonstrated; and whether we may not properly in the interest of every one, including, of course, that of the defectives, permanently segregate them to live out their lives in the custody of the state."

"Such a plan would involve establishment of great institutions, industrial farms, perhaps, with a psychiatrist connected with the management of each, and with the inmates required to live regular lives, as much in the open as possible, contributing by their labor, each according to his capacity, toward the support of the place in which he is detained, thus making him a positive asset, to a greater or less extent to society, instead of the actual liability that he remains at the present time."

ABANDON DINING CARS.

LONDON, May 13.—Other railway companies in England may follow the example of the London and Northwestern, which has just discontinued the use of dining cars on the grounds of war economy.

BOYCOTT DECLARED.

BERNE, Switzerland, May 13.—German wholesale dealers in the watchmaking and jewelry trades, through their respective organizations, have declared a boycott of about twenty Swiss watchmaking firms on the ground that the latter are manufacturing for Germany's enemies the finer parts of shells.

JEWISH REFUGEES COME TO AMERICA

From Russian Poland and Portions of Western Russian Overrun by Armies.

SEATTLE, Washington, May 13.—Since July 15, last, 850 Jewish young men and a dozen Jewish women and children, refugees from Russian Poland and the other portions of western Russia overrun by the German armies have arrived in Seattle after journeying through Siberia by railroad and crossing the Pacific on steamers, mostly Japanese freighters. A few have come directly from Vladivostok, but most of them took steamer in Yokohama and Kobe. Many of the young men are graduates of the American state university. All are well educated and belonged to the better classes in their native land. Some were wealthy.

When it became apparent to the Russians that they could not hold Warsaw they shipped out by rail machinery and supplies that would have been of benefit to the Germans and they sent away the young Poles, Jews and Russians whom they feared the Germans might impress as soldiers. These young men received of paper entitling them to travel from the Russian commanders slips castward on the Russian railways without charge. The Russian and Polish young men stopped their travel when they reached districts which were not threatened with German invasion, but many Jewish youths continued to travel eastward. They rode free when they could, but often they were obliged to pay the trainmen.

Interesting Stories. The stories the immigrants tell of their adventures in crossing European Russia and Siberia are highly interesting. Those who were well provided with money arrived in Vladivostok first, made their way to Japan by freight or passenger steamers and, in time, arrived in Seattle. Here those who had the required sum of money entered without hindrance, but those who were without funds were ordered deported. The detained immigrants made their plight known to public-spirited Jews in Seattle, who assisted the young men to appeal to Washington against the order of deportation. Then, when the department of labor said the young men would be admitted if bonds were furnished, guaranteeing that they would not become public charges, these Seattle Jews provided the bonds and they are still signing bonds.

When it was seen that the influx of young Jews probably would not end while the war lasted, the Seattle Jews appealed to the Hebrew Sheltering Aid Society of America, which has headquarters in New York. This society assumed part of the burden of caring for the refugees. It provided funds, arranged to handle the cases of the moneyless immigrants at Washington and assisted in the organization of a branch of the society in Seattle, with Leo S. Schmalacher as president.

Are Cared For.

The Seattle branch looks after the refugees from the hour they arrive until they are self-supporting. It has leased the former residence of United States Senator Squires here and equipped it as a home for the immigrants. Those who come with pockets full of Russian rubles need only to have their bills exchanged for American money and to be assisted to learn the language and communicate with friends and relatives in the United States if they have any. The men without money are instructed in the English language, and in American citizenship. Most of the immigrants do common labor at first. Some have become merchants in a small way. Others have been able to get work at their own professions, and a few have done so well that they have sent to Russia for relatives.

These young men are now arriving in Seattle at the rate of 100 a month. One hundred and fifty, it is said, are now in Japan seeking passage to the United States.

Abraham Spring, an attorney, who is directing the work of the Seattle Aid Society, in speaking of the immigrants said: "This immigration is the most remarkable and most valuable that has ever come to America. These immigrants are the first Europeans to come to our shores by health, highly educated and intend to become American citizens. This society wishes the immigrants not to gather in one quarter of the city, and we located our new home a long way from the Jewish settlement that has lately grown up here."

MANY VESSELS BUILDING.

LONDON, May 13.—According to the returns of Lloyd's Register there were 424 merchant vessels of 1,433,455 tons under construction in the United Kingdom on April 1. This is about 60,000 tons more than was under construction during the previous quarter, but 160,000 less than the tonnage building twelve months ago.

ADOPTS GOLD STANDARD.

CONSTANTINOPLE, May 13.—Turkey is introducing a gold standard, the gold piastre being the monetary unit, but long-standing debts are to be paid on the basis of the former standard rate. For recent liabilities graduated scales will be established. The government is also opening official bureaus for the exchange of money.

TO RE-ESTABLISH LINES.

PARIS, May 13.—Since the beginning of the war it has been impossible for the public to telephone from Paris to any other of the departments of France. In order to facilitate revival of business, the minister of commerce and posts has agreed with the minister of war to re-establish telephone communications between the departments of the Seine, Seine et Oise, and the arrondissement of Melun and Fontainebleau.

SHIPS TO SAIL TO NOME AGAIN

As the Bering Sea Will Again Be Navigable after First of Next Month.

SEATTLE, Wash., May 13.—Steamship service to Nome, the most northerly city in the world, which has been isolated since last October, will be resumed on June 1 with the sailing of the steamship Umatilla from Seattle, followed by the steamship Victoria on June 2. Soon after the last south-bound steamer left Nome on October 28, last, Bering sea was entirely frozen over, and it was necessary, because of the winter cold, to suspend mining operations at the city of Nome. The 2,000 or more people, who were left behind when the steamer sailed prepared to face the long winter. During the winter there was a letter mail service by dog team from Fairbanks, but newspapers, magazines and parcels were not carried. The United States signal corps maintained connection with the outside world by means of cable and wireless.

The arrival of the first steamers from the South, in the last week in June, is the occasion of even greater excitement in Nome than the finish of the annual dog team race. The people are advised by cable of the departure of the boats from Seattle, and eager watch is kept for their smoke. Sometimes the steamers have a hard battle with the ice and are held for many days only a few miles from Nome, with ice conditions so unsafe that no one ventures to walk to shore. Again, the season may be favorable and the boats will come in sight of Nome without difficulty, and see firm ice between them and the shore. In such a case the passengers, or more of them, will walk to Nome over the ice, and will have a more prosaic landing than if they waited to be hoisted in the basket of the aerial tramway. There is no wharf at Nome and can be none, for there is no harbor. Passengers are taken ashore in the tramway and freight by lighter and tramway.

Both of the boats now preparing to sail for Nome have every berth reserved, and all the cargo room is spoken for. Much of the cargo will be reading matter, vegetables and fruit, of which the people of Nome stand in great need after eight long months of imprisonment. Most of the north-bound passengers are men interested in mining in Nome, and their families. They go out in autumn and return the next summer.

AEROPLANES ARE TO RACE AT BUFFALO

As One of Features of Annual Convention of Shriners to Be Held There.

BUFFALO, N. Y., May 13.—Arrangements are being made for the holding of the annual convention of the Imperial Council of the Ancient Arabic Order of the Mystic Shrine in this city July 11, 12 and 13, and it is announced that unusual efforts are being made to set a new record this year for assemblages of this character. It is estimated that the convention will bring to Buffalo close to a hundred thousand persons.

J. Putnam Stevens, Imperial potentate, of Portland, Me., has just completed a tour of the southern and Pacific states and the Hawaiian Islands, devoted to urging the temples be visited to send large delegations to the 1916 Mecca. Buffalo has pledged \$100,000 for the entertainment of the visitors. Many of the special trains in which the nobles will make the pilgrimage will be very luxuriously fitted out. One California temple is spending \$75,000 on its trip. The Chicago Shriners have engaged the largest passenger steamer on the Great Lakes for the water trip to Buffalo and are putting \$40,000 into their excursion.

Among the amusement features planned is a national aeroplane race scheduled to open here July 12. Negotiations are under way to remove if possible the Canadian government's objections to visitors at the Fort Niagara camps, so that the shriners may be accorded the privilege of seeing the Overseas regiments at training.

FEWER JEWS

Convicted in Russian Courts Than in Former Years Statistics Show.

PETROGRAD, May 13.—A report from the ministry of justice reviews the work of the Russian courts for the five years between 1910 and 1915. The total number of persons indicted was 35,000, of whom 10,000 were acquitted. The number of convictions grew rapidly up to 1908; but since that time it has begun to decline considerably. Convictions for political offenses are carefully analyzed. Their religious classification is as follows: Orthodox 77 per cent; Catholics 8 per cent; Protestants 3 per cent; Jews 8 per cent. It is noted that "the percentage of Jews convicted for political crimes has noticeably declined." On the basis of education, the persons convicted are divided as follows: With higher education, two per cent; with middle education 8 per cent; with elementary education 76 per cent; illiterate 14 per cent.

It is remarked that the number of industrial workers guilty of political crimes has declined since 1905. In another section of the report it is noted that the decrease in the number of arrests for rioting is "particularly notable."

NAMES OWN FATHER IN A DIVORCE BILL

Chicago Dentist Declares Parent, Who is 72 Years Old, Admits Misconduct.

CHICAGO, May 13.—Dr. Clarence H. Cass, dentist, at 6700 Stony Island avenue, through Attorney Edgar O. Eaglin, has filed for a divorce from Mrs. Sadie Cass, of 2256 Warren avenue, naming as co-respondent his own father, Kim K. Cass, a prosperous farmer, residing in Bristol, Wis.

Kim K.'s age is set by his son at 72 years. The daughter-in-law, however, says he is 78. With his aged wife, the father lives on his farm. Besides Dr. Cass he has another son, who resides in South Dakota.

"Father warned me about my wife," said Dr. Cass. "He told me he thought she was too emotional. That was about the time he tells of her misconduct with him. But he didn't tell me that then."

Visiting at Son's Home. The dates mentioned in the bill are September 5 and October 5, 1914.

"The father-in-law," said Attorney Eaglin, "was visiting his son here when the misconduct occurred. In each instance he declares Mrs. Cass approached him. The old man warned his son, who had been completely unsuspecting, not, however, revealing his own relations with her. Then Dr. Cass began investigating his wife's conduct, and as a result refused to live with her."

"Last January an attorney visited Kim K.'s home in Bristol and tried to blackmail the old man for several thousand dollars. Old Cass told him to get off the porch or he'd shoot him. Kim K.'s wife was sick for days after that."

"Then old Cass sent a letter to his son to come to him immediately. Dr. Cass complied, and his father confessed to his son his misconduct with his daughter-in-law."

Won't Pay Blackmail. "I won't pay a cent of blackmail," the old man announced. "Since they have tried to put such a game over on me, I'll go to Chicago, if you sue for divorce, and testify for you."

"I have done some investigating myself."

"The same lawyer who tried to blackmail the senior Cass has asked me not to file this bill for Dr. Cass. 'My client hasn't any money and I can't get any from her,' he said. 'The old man has got to come across.'"

"They've got to prove these things, you know," smiled Mrs. Cass. "I never did anything wrong with reference to my father-in-law. I think he is 78 years old. The truth is that about two years ago, when I was visiting my parents-in-law, Kim K. came into my room late at night. I threatened to scream and he went out."

BIG CARS

Are Expensive to Have as the Government Tax is Made Higher and Higher.

LONDON, May 3.—The cost of taxes of keeping a motor-car has been much higher in England than in America for some years, but under the new war budget of the chancellor of the exchequer, is increased to a level which will discourage all but the very rich and particularly discourage the building of high power machines.

The old motor taxes ranged from \$10 on a car of six and a half horse power, to \$120 on a sixty horse power machine. Now this tax has been doubled on the smaller cars of sixteen horse power and less, while it is trebled on those of higher power, so that a sixty horse power car must pay about \$600.

Still there is enough wealth in England, new war gains, and old accumulations, so that no radical reduction in the number of cars in use is expected immediately.

TELEPHONES

Are at Least 10,000 Fewer in London as Result of War.

LONDON, May 13.—There are at least 10,000 fewer telephones in London as a result of the war, business firms in hundreds of instances discontinuing the service in the interest of retrenchment. The government, which operates the system, announces that although telephones have been discontinued by the wholesale there has been an increase in the use of telephones—the instrument which connects the subscriber with the theater and enables people who prefer to remain indoors those gloomy nights of black streets to have amusement brought to their residences.

LAKE GOETHALS.

PANAMA, Mal 13.—The widening of the canal at a point north of Gold Hill, incident to the dredging of the soil that slid from the hillsides into the channel in Galliard cut, has formed a lake that has been given the official designation of Lake Goethals. The water is about a fourth of a mile long and about 600 feet wide.

The persons convicted are divided as follows: With higher education, two per cent; with middle education 8 per cent; with elementary education 76 per cent; illiterate 14 per cent.

It is remarked that the number of industrial workers guilty of political crimes has declined since 1905. In another section of the report it is noted that the decrease in the number of arrests for rioting is "particularly notable."